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THE ASTORIAN.

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D. C. IRELAND, Proprietor.

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L. P. FISHER, 20 and 21 New Merchants Exchange, is authorized to act as Agent for the ASTORIAN in San Francisco.
Any friend who feels an interest in the prosperity of this region, is authorized to act as Agent for this paper, in procuring subscribers.

CITY INTELLIGENCE.

—Bear in mind the Auction sale by C. S. Wright, at Masonic Hall, next Tuesday afternoon, at one o'clock. See advertisement.

—Astoria Kerosene is that feeble (or lazy), that it will not climb a lamp-wick more than two half inches from the globe, or re-ascend, but our "benzine" gets fearfully high sometimes.

—The rope thieves and garroters are on their route to the Penitentiary. Jo Howard was nipped here and taken to Portland for trial. Spud Murphy will be transported in charge of Sheriff Twilight.

—Dan J. Malarkey "captured" a fine building lot in Astoria, on his visit here this week, at nominal figures. Dan talks sensibly on the export and import question. He is a clear headed, clever grocer, and we are glad to hear that he is making his everlasting fortune.

—The Oregon Pioneers expect to have a very interesting time in this city, on the occasion of the annual meeting, February 22d, as set forth by the notice published in another column to-day. Under the signature of the President, Mr. S. H. Smith, by the Secretary, Mr. W. H. Gray.

—Persons who contemplate building any kind of a structure for residence or business purposes, will save money by ordering Rock River Paper Company's materials of the Oregon agent, Mr. H. C. Morrice, Portland Oregon. See advertisement.

—The Silver Wedding of Mr. and Mrs. S. N. Arrigoni was celebrated at the Occident last evening. Surrounded by numerous friends, the past quarter century was joyously reviewed, and with dancing, music, and conversation, the time went fleetly by until the small hours of morning, when the happy party dispersed to their homes, with congratulations, and very many wishes for continued joys of the couple whose silver anniversary they had thus commemorated.

—"It was not the Shoo fly by a darned sight," Capt. Harlow informs us, that had the denurage difficulty. The striking similarity in the construction of the Shoo fly and Dixie Thompson, or a defect in the glass through which we took the observation, one or the other, caused that most egregious and unpardonable blunder. If an apology could rectify (good word), or recompense, it would be cheerfully made. P. S.—Since the foregoing was set up we have dropped on the reporter who did the mischief, and he has been ignominiously dismissed from our service. The act was perpetrated maliciously, and he deserves an excommunication at our hands, but we forbear, out of respect for his family. He will do penance however, for eight months, on Whidby's Island.

—Mr. Haines, a practical tanner of seventeen years standing, who has for several years past conducted the business at Scottsburg, Southern Oregon, has been looking about Astoria of late with the view of establishing here, and as may be supposed, has decided that no better location can be selected for such works. The new works will be on a block purchased of Gen. Adair, by Mr. H. this week. The success of the Hemlock tannery of Messrs. Lieneweber & Co., at upper town, attest the fact of the superiority of Clatsop leather. There is not a point of any note along the routes of transportation in this State or Washington territory but consume more or less of the "hemlock leather" manufactured here, and this demand has kept on increasing to such extent that it has become necessary for the company to extend the facilities considerably recently. They are now engaged putting in eighteen new double vats. Besides this, the late breaking up of the combination between the Pacific Mail Steamship Company and the overland Railroads, has had a tendency to reduce the freight tariff to the extent that it is now profitable to ship leather eastward, and the demand must, and will, greatly increase, from this time on, for an article such as is produced here.

—Megler & Jewett, of Brookfield, have signified their disposition to donate a strip of land, sixty feet in width, to the full extent of their claim, for the purposes of a road, leading to the settlement on Grays river. The road will be petitioned for at the term of Court to be held at Oysterville next week. This is the right sort of public spiritedness. Brookfield will be a town, and the Grays river people will get out by this route, to steamboat connection with Astoria and Portland—a thing greatly desired, and which has been prevented for eight or nine years past, through the interference of the War Department, when Gen. Alford sent a detachment of troops to drive the writer of this paragraph away from his claim, in 1863-'64.

—The notorious Spud Murphy has at last come to grief, and will be transported for the term of three years to work on the State brick-yard, having been found guilty of highway robbery on the streets of this city, at the dead hour of night. In this he was assisted by "one-eyed Kelly," and the latter will accompany Spud for two years. It is decidedly the best place for them both. Spud has cost the tax-payers of this county and Multnomah considerable money, the past two or three years, and by right ought to have gone to Salem long ago. His last "appearance" in this place was far more picturesque than pressing, as some one had erected an immense transom over his eyes, and finished off his figure head in a manner resembling a cemetery fence of French pattern.

—The snow fall in the valley of Grays river was about twelve inches. Some damage was done to roofs of barns and sheds, but no stock was injured so far as we could learn. A few head of young cattle were caught in the fall of a roof at the barn of Charles Shoenke, a structure 30 by 64 feet. Hon. S. E. Barr's barn, about 30 by 50 feet, and several smaller buildings, were entirely demolished. Some hay was damaged. It played hob with the spruce, alder and hemlock timber.

—Planking was commenced for the new wharf at Upper Astoria on Tuesday last, on the contract of Mr. G. W. Warren, and Mr. Headington began the construction of the buildings on the following day. These improvements are for the new cannery of John Badollet & Co., and are to be completed within sixty days, for the reception of the machinery.

—The top-sail schooner Oregonian, from San Francisco, came into the Columbia river Tuesday morning—SIXTY HOURS from port to anchorage. This is the quickest trip we think that has ever been made by any sailing vessel on this route. The Oregonian is loaded with ballast from Valparaiso, and put into San Francisco on her way up. The Alta, at 24, says she will discharge her ballast at Mission-street wharf. Gee's note.

—The Empire Minstrel troupe returned to the Cape yesterday, after having given two entertainments at Spiritual Hall, in this city, to crowded audiences. Everybody was delighted with the performances and the boys have made decidedly favorable impressions here, amongst the fun loving portion of community.

—The sale of the Knappton works of the Columbia River Manufacturing Company, were sold by Sheriff Whitcomb, at Oysterville on the 26th, according to previous announcement. The successful bidders were Messrs. Henry L. Davis and D. W. C. Thompson, and the price paid was \$23,000, gross.

—"The time has nearly come about again to purchase garden, field, and flower seeds," ought to be inserted in McCormick's Almanac for these days; with this addition: "and the place to buy them is at Hanson & Aiken's Seed Depot, Portland Central Market;" see advertisement.

—We regret to hear that our old-time friend, that popular salesman and partner with Corbett, Failing & Co., Mr. Marsh Millard, of Portland, is quite ill. His numerous friends will be glad to hear of his recovery soon.

—The Oregonian makes considerable ado about a collision in this harbor, between the Loyal Sam and Portland. We know how it is ourselves, those reporters must fill a certain space every day even at the expense of truth.

—By the Ajax, on Thursday, we received San Francisco papers of the 27th—48 hours from bar to bar was the report. Astoria only two days from San Francisco!

—Attention is called to the advertisement of Mr. Wm. Pfunder, Druggist and Apothecary, corner First and Oak streets, Portland, Oregon.

—Three hundred tons of rotting wheat were left at Montevideo, by the damaged ship Confidence, hence for Liverpool. She left Montevideo about a month ago.

A. Telegraph to Astoria.

A telegram from Astoria to Portland is very greatly needed, and at the risk of being accused of harping upon one string we must refer to the subject again. One of the most serious difficulties experienced by ship masters in loading at Portland, is the lack of facilities for speedy communication with their agents. For instance: a ship lighters down the river, but finds that it is short a few tons. The Captain is in haste to complete cargo and get to sea. A telegram would bring the deficient amount in a few hours, but there is no means of sending word by lightning, so the vessel must wait here two or three days for the tardy tri-weekly mail to carry the letters, or sail without the freight.

Again: The steamship leaves San Francisco for Portland, and her departure is at once telegraphed to Portland. There is perhaps as much anxiety, and necessity to know of her safe arrival in the Columbia river, at the earliest possible moment, as there was of her sailing, but, without the telegraph, friends and merchants are compelled to linger in suspense from twelve to thirty hours after the vessel is in the river—before they can hear of the fact. The steamship Ajax reached this port last Thursday afternoon at two o'clock, from San Francisco, but for want of a sufficient depth of water on the shoals above this city, had to remain at her berth in Astoria until nine o'clock yesterday morning, when she started with favorable tides, and probably reached Portland last evening, where a telegram could inform San Francisco people of the fact this morning.

Still another circumstance may be related, showing the necessity of telegraphic communication with Astoria. The steamship Oriflamme left Portland for San Francisco on Tuesday, and of course was so telegraphed. But she did not leave here until yesterday, and San Francisco cannot get the news before to-morrow—a long time, certainly, for people below to be anxiously awaiting her arrival, in stormy weather such as this has been.

Now, who is to take the initiatory step in this matter of a telegraph to Astoria? Solve that question, and the work is more than half performed. The expense has been variously estimated at, from \$8,000 to \$10,000. It is reported that Mr. Ben Holladay has said that he would give \$5,000; Capt. John West, and other parties along the river, \$500 each. Now, if the Oregon Steam Navigation Company, and the mercantile community of Portland, could be made to see that it would be to their interest to take stock in it, Astoria would help along, and we see no reason why the matter should be delayed any longer. Let some one make a move, and see how much can be raised for this great necessity.

—We are in receipt of copies of the Directory for Odd Fellows and Masons of Oregon and Washington territory, published by Mr. H. C. Morrice, containing the time of meeting of every Lodge in the jurisdiction, and the price list of regalia, etc., furnished at his Regalia House in Portland. These Directories are handy things to have in the Lodge room, and Mr. M. has distributed about fifteen hundred copies of each among the fraternity. Being the only Regalia furnishing house north of San Francisco, and having every facility for fitting out orders for all kinds of goods in that line, should be remembered, when such articles are wanted.

Hotel Arrivals.

OCCIDENT, "ARRIGONI'S."
T. B. Morrison, A. Clutrie and wife, J. A. Packard, C. H. Dexter, Clatsop; J. P. Camby, U. S. A.; E. H. Freeman, Chas. E. Judd, F. Bickelman, G. Bleton, Hon. W. W. Upton, J. B. Waldo, F. K. Strong, Geo. H. Durham, W. Lair Hill wife and child, Miss L. Spoks, C. A. Dolph, Col. A. P. Denison, M. S. Sells, Sam Lowenstein, P. Selling, M. Koshland, J. C. Fox, W. K. Badger, Portland; E. L. Hastings, S. F.; J. G. Megler, H. Stoep, J. K. Wirt, Brookfield; Geo. W. Hume, Eagle Cliff; B. P. Shepherd, J. Morgan, Geo. M. Owens, Wm. Davis, Capt. John Reed, Westport; J. P. Bannan, Manhattan; J. B. Knapp, Andrew Wilson Chas. Landrew, Knappton; S. Miller, Chinook Empire Minstrels Cape; Ghas H. Bruley Fort Stevens; J. P. Holland, Frank Abernethy, A. Metcalf, Oak Point; John Fozes, P. O. Malley S. F.; T. V. Shoup Iowa; J. H. Dyson, Jules Forney, Youngs river.

PARKER HOUSE.

Capt. Ryder bark Mariano; A. K. Barrows Knappa; S. Russell, W. J. Franalin J. Hess II Gearhart Wm Carlton R. M. Low L. W. Poole Mr. Clayton Clatsop; P. Morse F. Hobson Frank Terman A. W. Gray H. B. Parker R. N. Caraphan city; John Murphy W. P. Gray and wife F. B. Bickelman Wm McCabe Chas. Shay J. McDonald Wm Wilson John French J. M. Richards C. Tharp Portland; J. W. Minnaker, M. M. Kimball R. P. Knapp J. H. Felt C. Saunders A. Wilson C. Starr S. G. Spear E. C. Jeffers J. Blight Wm Lattie, Capt. J. West Jos. West S. W. Tallman Clatsop county; G. W. Hume Eagle Cliff; J. Malloy C. M. Stark Jas. Vaughn J. Lamley C. Upton D. Upton M. Berry Deep River; J. M. Nee Brookfield; D. J. Malarkey Portland John Fry San Francisco.

HOME NEWS.

There is but one stream emptying into the Sound between Olympia and Seattle, and the bluffs are not settled because a thousand acres would not support a grass-hopper.

Col. Tomas B. Morris, Chief Engineer of the Seattle and Walla Walla Railroad, is engaged in mapping and estimating a narrow gauge road from Seattle to Walla Walla.

Nesmith is joked a good deal about coming down from the Senate to the House, but he says it is all a mistake, that he has been promoted, for where he once represented half the State he now represents it all.

Geo. L. DePrans, well and favorably known in Oregon, has accepted a lucrative position as traveling salesman for a firm in San Francisco. Mr. DePrans is at present in Victoria, and will probably be in this city soon.

The editor of the Mountaineer has gone carefully through the acts of the Legislative Assembly of Oregon at the session of 1872, and tabulated the appropriations made by that body. The total amounted to \$755,497.

Krumbien & Gilbert are engaged in drafting plans for a new and elegant brick residence, to be erected by Judge Mosher, at Roseburg. It will be one of the most handsome, substantial and costly buildings in Southern Oregon.

A panting deer, chased by hounds, came up to a woodman working near the Umpqua bridge last week, and after he had driven the dogs off, the deer remained with him all day, allowing him to fondle it, and appearing to feel a lively sense of gratitude for the man's interference in its behalf.

Steamers ply the waters of the Sound daily; fare anywhere, \$1. Leaving Olympia in the morning, you reach Steilacoom in about two hours run. Thus far the traveler can easily fancy himself on the Columbia river. The banks are the same wooded bluff, and excepting the indentation of the shore, where arms, bays and coves recede from the hills, it is about the same width.

A gentleman who resides near Oswego, has presented the Oregonian with a few specimens of what appears to be old iron pipe, which has become soft and can be reduced to sand by the slight application of a hammer. The curiosities were picked up in the canal at the above place, and what they were, or how they came there, is for Mr. Condon, or some other person who takes an interest in such matters, to determine.

Secretary Chadwick explains how it came about that the Capitol Commissioners send to the Atlantic States for the roof girders: "They are fifty-four feet long. There is but four foundries in the United States where they can be had. There is none on this coast. This will explain the action of the Board. If the girders could be had here they would not have sent away for them."

The Secretary of the Navy has been pleased to forward a dispatch from Washington, addressed to Hon. Wm. Reid, United States Vice Consul, Dundee, Scotland, acknowledging that gentleman's services in connection with the *Polaris* Expedition which arrived at his Consulate last fall. This is the same gentleman who has been, and is now, attending to the interests of Oregon in Great Britain, in directing capital and emigration to our shores. It was he who originated the Oregon and Washington Trust Investment Company, of which he is Secretary at Dundee. Governor Gibbs and Col. McCracken, Esq., of Portland, have been appointed the Local Directors, and Hon. A. G. Cook, of Vancouver, the Agent. He has the interests of the great Northwest at heart, and has

written a long pamphlet upon it of thirty columns, and by his own efforts has secured the circulation of 35,000 copies, free of charge, in Great Britain. Mr. Reid has consented to become the Oregonian's correspondent in Great Britain.

The sum of \$15,000 recommended by Major Robert for the improvement of the Wallamet above Oregon City, is a very insignificant sum with which to accomplish a work so extensive. The counties of Benton and Polk most seriously feel the need of these improvements. They have no other means of transportation than the river, and simple justice demands that its navigation be improved along their borders.

Of the 38,400,000 acres of land in Eastern Oregon, not to exceed 100,000 have been plowed. The Mountaineer says: "After making reasonable deductions for lands appurtenant to homesteads, it is within bounds to place the capacity of this land at one animal to every ten acres, or, in other words, 3,840,000 animals can be reared and kept in fine condition in Eastern Oregon. To thus stock the grazing land of Eastern Oregon, in addition to the present amount, 3,000,000 head of animals must be added."

Seattle is said to be the best appearing town on Puget Sound. Vidi, writing to the Oregonian says the place "is well laid out, compactly built, rising not too abruptly as you go back from the shore, with a background of high mountains, good sidewalks, streets covered with sawdust (and snow at the present writing), lit with gas, a daily evening paper, and a half dozen projected railroads. Who could not be happy here? I have not learned much yet of the people. I have mastered the details of several projected railroad systems, and when I get them so as to keep up my part of the conversation in society, I may mingle with the citizens and learn more of their way."

We fully endorse the following extract from the Salem Daily Statesman on this subject: "What the people need now, far more than to quarrel over old political issues, is to secure their own prosperity in the most substantial manner. They need to select men for their representatives who can be thoroughly relied on and who are possessed of the natural ability to push the interests of their constituents. This matter of improving the Wallamet is of more importance than building a breakwater at Port Orford, which is to cost several million dollars."

The old woman of poetical renown who lived in a shoe found some difficulty in subsisting her numerous family, in fact she had to resort to the unpleasant expedient of finishing out their supper with a thrashing. When will the people who live bottled up in Eastern Oregon be forced to a similar expedient, says the Mountaineer, in order to quiet the ravings of their hungry children. "Hard times comes a knocking at our doors." Notices to debtors are common, and the day may not be far distant when hungry creditors will be scourged by the law and sent supperless to bed, there to reflect how easy they could have paid their debts if they could only have driven their produce to market on a wagon road.

—The Captain of the tug C. J. Brennan, of Coos Bay, reported a schooner ashore about 15 miles south of Coos Bay, prior to the sailing of the Emma Augusta on the 17th.

—A letter for Mrs. Hepburn, Glen Ella, Oregon, is held for postage in the San Francisco office. Glen Ella is in Wahiakum county, Washington Territory.

—The steamer Emma Hayward has been laid up for repairs in Portland.

—Grass is growing nicely hereabout.

Completed from July 1873